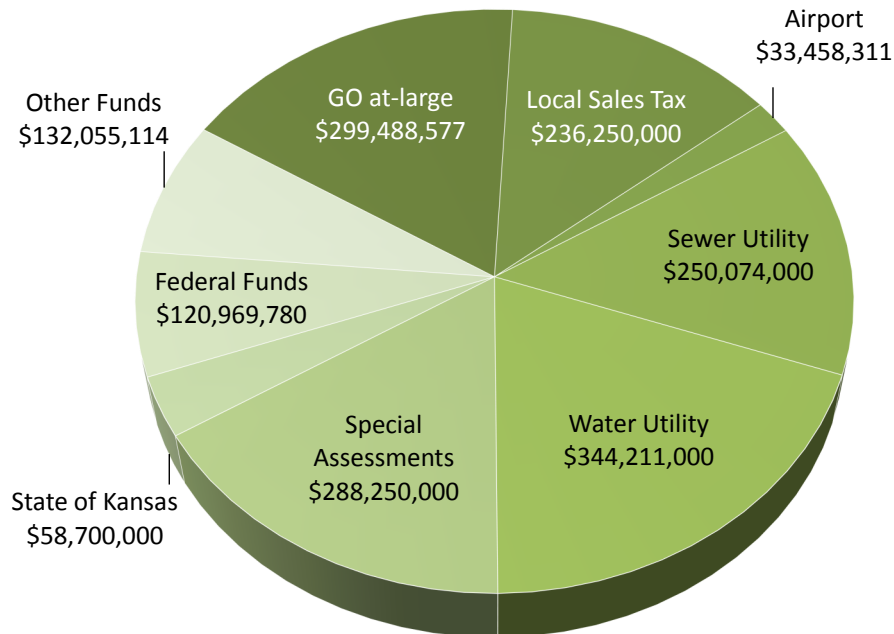




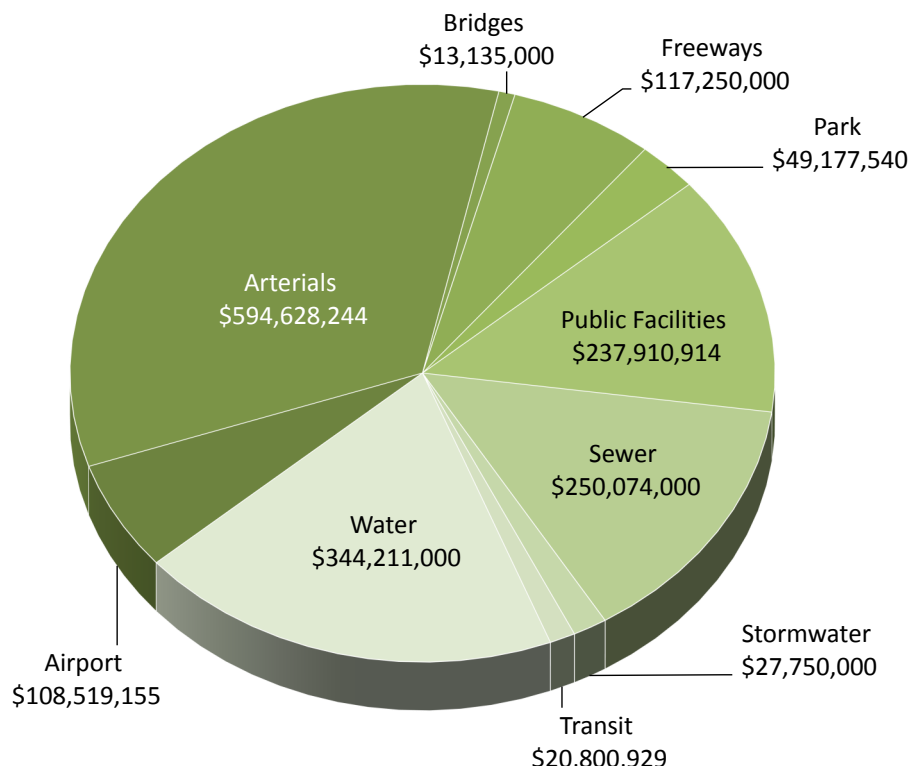
Where City of Wichita CIP Dollars Come From

2017 - 2026 ALL FUNDS REVENUES \$1,763,456,782



Where City of Wichita CIP Dollars Go

2017 - 2026 ALL FUNDS EXPENDITURES \$1,763,456,782



Summary of CIP Expenditures by Project Category

CAPITAL IMPROVEMENT PROGRAM



EXPENDITURES	2017	2018	2019	2020	2021
Airport	\$13,035,000	\$4,597,000	\$7,334,644	\$13,451,667	\$16,631,667
Arterials	33,118,353	56,681,647	56,529,724	48,075,000	50,549,828
Bridges	650,000	200,000	4,250,000	1,585,000	1,150,000
Freeways	25,250,000	57,000,000	25,000,000	10,000,000	0
Park & Recreation	2,824,940	4,575,000	5,555,000	7,287,500	8,172,300
Public Facilities	34,440,655	85,559,468	13,800,000	13,635,160	21,185,160
Sewer	5,000,000	8,750,000	9,200,000	8,300,000	18,080,000
Stormwater	1,750,000	7,000,000	1,600,000	1,000,000	3,400,000
Transit	4,050,945	690,000	490,000	970,000	1,979,600
Water	60,931,000	28,070,000	41,010,000	30,040,000	22,300,000
TOTAL EXPENDITURES	\$181,050,893	\$253,123,115	\$164,769,368	\$134,344,327	\$143,448,555

Expenditures by Type

CIP expenditures are categorized in ten areas. Specific projects within each category are listed beginning on page 296.

Airport (\$108,519,155) - These improvements are at either Jabara (\$7.8 million) or Wichita Dwight D. Eisenhower National Airport (\$100.7 million). Improvements are financed with Airport and federal funds.

Arterials (\$594,628,244) - These projects improve major streets and intersections. Many are financed by special assessments (\$288.3 million) and with GO at-large funding (\$91.2 million). Sales tax funds (\$175.0 million) and federal funds (\$32.2 million) are also significant financing sources.

ARTERIALS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$91,210,899
Local Sales Tax	175,000,000
Special Assessments	288,250,000
Sedgwick County	3,032,655
TIF	750,000
State of Kansas	2,700,000
Federal	32,184,690
Other	1,500,000
TOTAL	\$594,628,244

Bridges (\$13,135,000) - The sole source of funding source for these projects is GO bonds (\$13.1 million).

BRIDGES FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$13,135,000
TOTAL	\$13,135,000

Freeways (\$117,250,000) - The largest funding source for these projects is local sales tax funding (\$61.3 million). State resources provide the other funds (\$56.0 million).

FREEWAYS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
Local Sales Tax	\$61,250,000
State of Kansas	56,000,000
TOTAL	\$117,250,000

Summary of CIP Expenditures by Project Category

CAPITAL IMPROVEMENT PROGRAM



EXPENDITURES	2022	2023	2024	2025	2026	TOTAL
Airport	\$17,866,667	\$14,564,737	\$8,038,785	\$7,157,268	\$5,841,720	\$108,519,155
Arterials	58,300,000	62,700,000	74,425,000	84,973,692	69,275,000	594,628,244
Bridges	1,000,000	1,150,000	1,000,000	1,150,000	1,000,000	13,135,000
Freeways	0	0	0	0	0	117,250,000
Park & Recreation	7,305,000	3,402,800	6,355,000	2,400,000	1,300,000	49,177,540
Public Facilities	12,226,413	15,261,413	12,701,253	14,250,139	14,851,253	237,910,914
Sewer	18,180,000	34,044,000	33,820,000	57,350,000	57,350,000	250,074,000
Stormwater	6,000,000	500,000	500,000	500,000	5,500,000	27,750,000
Transit	1,489,392	1,899,340	790,000	3,068,054	5,373,598	20,800,929
Water	20,120,000	30,800,000	32,140,000	38,900,000	39,900,000	344,211,000
TOTAL EXPENDITURES	\$142,487,472	\$164,322,290	\$169,770,038	\$209,749,153	\$200,391,571	\$1,763,456,782

Park and Recreation (\$49,177,540) - The primary source of funding for these projects is GO bonds (\$46.7 million). However, the C&D Landfill Fund will be providing \$1.0 million in support for the Crystal Prairie Lake Park project and Nagtzer improvements are programmed to be financed with \$1.5 million in TIF resources.

PARKS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$46,677,540
TIF	\$1,500,000
Other	\$1,000,000
TOTAL	\$49,177,540

Public Facilities (\$237,910,914) - The largest funding source for these projects is GO bonds (\$146.7 million). Guest tax revenues (\$9.2 million) are utilized to fund cultural facilities improvements. STAR Bonds (\$62.0 million) and TIF resources (\$20.0 million) will be used to finance sports complex and West Bank improvements.

PUBLIC FACILITIES FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$146,735,914
Other (STAR Bonds)	\$62,000,000
TIF	\$20,000,000
Transient Guest Tax	\$9,175,000
TOTAL	\$237,910,914

Sewer (\$250,074,000) - These projects are funded exclusively from revenues generated by the Sewer Utility.

Stormwater (\$27,750,000) - The largest source of funding (\$23.6 million) for these projects is Stormwater Utility funds. Sedgwick County is budgeted to provide \$4.2 million.

Transit (\$20,800,929) - Transit projects are financed mostly by federal funds (\$13.7 million) matched with GO bond funds (\$1.7 million), but a substantial amount is programmed to come from other funds (\$5.4 million).

Water (\$344,211,000) - The projects are entirely financed by the issuance of revenue bonds, with debt service payments derived from REVENUES generated by the Water Utility.

Summary of CIP Revenue Sources by Type



CAPITAL IMPROVEMENT PROGRAM

SOURCES BY TYPE	2017	2018	2019	2020	2021
GO at-large Funding	\$19,591,766	\$40,792,123	\$27,709,724	\$26,232,660	\$31,157,288
Local Sales Tax	11,250,000	35,000,000	38,000,000	22,000,000	12,000,000
Transient Guest Tax	1,175,000	0	2,500,000	1,000,000	1,500,000
UTILITY FUNDS:					
Airport	12,285,000	1,316,500	1,034,964	2,951,667	4,736,667
Sewer Utility	5,000,000	8,750,000	9,200,000	8,300,000	18,080,000
Water Utility	60,931,000	28,070,000	41,010,000	30,040,000	22,300,000
Stormwater Utility	1,250,000	6,500,000	800,000	500,000	2,800,000
OTHER FUNDS:					
Special Assessments	15,000,000	30,000,000	30,000,000	30,250,000	32,500,000
TIF	1,000,000	20,500,000	100,000	650,000	0
Sedgwick County	500,000	1,032,655	800,000	500,000	600,000
State of Kansas	24,000,000	32,300,000	300,000	300,000	300,000
Federal	5,448,127	8,261,837	12,754,680	10,988,000	16,641,160
Other	23,620,000	40,600,000	560,000	632,000	833,440
GRAND TOTAL SOURCES	\$181,050,893	\$253,123,115	\$164,769,368	\$134,344,327	\$143,448,555

Revenue Sources by Type

Revenues used to finance the CIP fall into 13 categories. Each of these categories is reviewed below.

GO at-large Funding (\$299,488,577) - GO bonds financed by the City at-large are used primarily for arterials, bridges, parks, public facilities, and transit projects. The debt service for these bonds is financed through the Debt Service Fund, primarily through the property tax levy. The Adopted CIP includes \$91.2 million, \$13.1 million, \$46.7 million, \$146.7 million, and \$1.7 million in GO at-large funding for arterial, bridge, park, public facility, and transit projects, respectively.

Local Sales Tax (\$236,250,000) - A large portion of these funds support freeway improvements to US 400 (\$61.3 million); however, \$175.0 million is included to finance arterial projects.

Transient Guest Tax (\$9,175,000) - These revenues are used to fund improvements to cultural facilities such as the Century II convention center and Lawrence-Dumont Stadium.

Airport (\$33,458,311) - Airport revenues are used to fund improvements at Wichita's Dwight D. Eisenhower National and Jbara Airports.

Sewer (\$250,074,000) - Sewer Utility projects are financed by revenues generated by the Utility. These revenues finance the debt service on revenue bonds. The amount of bonds issued to fund the CIP will require annual rate adjustments for Sewer.

Water (\$344,211,000) - Water Utility projects are financed by revenues generated by the Water Utility. These revenues finance the debt service on revenue bonds. The amount of bonds issued to fund the CIP will require annual rate adjustments for Water.

Stormwater (\$23,600,000) - Stormwater Utility resources are primarily derived from the ERU. These resources finance Stormwater operations and capital improvements to address stormwater run off and flooding concerns.

Summary of CIP Revenue Sources by Type



CAPITAL IMPROVEMENT PROGRAM

SOURCES BY TYPE	2022	2023	2024	2025	2026	TOTAL
GO at-large Funding	\$22,881,413	\$23,114,213	\$37,031,253	\$41,283,364	\$29,694,773	\$299,488,577
Local Sales Tax	22,000,000	24,000,000	24,000,000	24,000,000	24,000,000	236,250,000
Transient Guest Tax	0	1,500,000	0	1,500,000	0	9,175,000
UTILITY FUNDS:						
Airport	1,786,667	2,468,974	2,743,378	2,650,322	1,484,172	33,458,311
Sewer Utility	18,180,000	34,044,000	33,820,000	57,350,000	57,350,000	250,074,000
Water Utility	20,120,000	30,800,000	32,140,000	38,900,000	39,900,000	344,211,000
Stormwater Utility	5,750,000	250,000	250,000	250,000	5,250,000	23,600,000
OTHER FUNDS:						
Special Assessments	30,500,000	30,000,000	30,000,000	30,000,000	30,000,000	288,250,000
TIF	0	0	0	0	0	22,250,000
Sedgwick County	250,000	250,000	250,000	2,750,000	250,000	7,182,655
State of Kansas	300,000	300,000	300,000	300,000	300,000	58,700,000
Federal	19,984,483	16,778,702	8,615,407	10,125,908	11,371,476	120,969,780
Other	734,909	816,401	620,000	639,559	791,150	69,847,459
GRAND TOTAL SOURCES	\$142,487,472	\$164,322,290	\$169,770,038	\$209,749,153	\$200,391,571	\$1,763,456,782

Special Assessment Bonds (\$288,250,000) - These proceeds are used to fund neighborhood improvements, usually in newly developing areas, and improvements in other areas, generally based on the petition process. These improvements are financed through special assessments on property owners. Those special assessments will be used to service bonds sold to finance the improvements.

TIF (\$22,250,000) - The CIP includes \$0.8 million in Tax Increment Financing (TIF) for Comprehensive Way Finding, \$20.0 million for West Bank Improvements, and \$1.5 million for improvements to Nagtzer Park.

Sedgwick County (\$7,182,655) - The CIP includes financial support from Sedgwick County for joint projects such as stormwater/flood control improvements (\$4.2 million) and arterial improvements at 143rd, Harry-Pawnee (\$2.5 million) and Greenwich, Pawnee-Harry (\$0.5 million).

State of Kansas (\$58,700,000) - State funds will largely be used for improvements to US 400 (\$56.0 million), but these funds will also be used for street rehabilitation projects (\$2.7 million).

Federal Funds (\$120,969,780) - Federal funds support a wide variety of projects, including airport (\$75.1 million), arterial (\$32.2 million), and transit (\$13.7 million) projects.

Other (\$69,847,459) - These funds come from a variety of sources and help pay for park, rail crossing, and transit improvements. STAR Bonds will be an important source of funding (\$62.0 million) for sports complex and West Bank improvements.

Summary of CIP Expenditures by Project and Year



CAPITAL IMPROVEMENT PROGRAM

	PROJECT	PROJECT YEAR(S)	TOTAL
	<u>AIRPORT: Eisenhower</u>		
1	Airfield Equipment - ICT	2018-2019, 2021, 2023	\$4,515,500
2	Airfield Pavement - ICT	2017-2026	65,282,105
3	Airport Development - ICT	2017-2018, 2021, 2024	675,000
4	Airport Rolling Stock - ICT	2018, 2020-2026	8,010,000
5	Facility Improvements - ICT	2017	8,410,000
6	HVAC/Mechanical Improvements - ICT	2017, 2020-2021, 2024	1,625,000
7	Roof Replacements - ICT	2021, 2025	2,364,550
8	Street Side Pavement - ICT	2018, 2021	987,000
9	Studies - ICT	2019, 2022, 2025	1,865,000
10	Technology Replace - ICT	2020-2021, 2024	2,955,000
11	Utility Improvements - ICT	2017-2018, 2024-2025	4,000,000
	<u>AIRPORT: Jabara</u>		
12	Airfield Pavement - AAO	2019, 2022, 2026	\$5,505,000
13	Airport Development - AAO	2018, 2021, 2024, 2026	800,000
14	Facility Improvements - AAO	2020	500,000
15	Security Fencing - AAO	2018	540,000
16	Utility Improvements - AAO	2019, 2022, 2025	485,000
	<u>ARTERIALS</u>		
1	9th, I-135-Hillside	2018	\$3,650,000
2	13th, 119th-135th	2019	4,000,000
3	13th, McLean-Zoo Boulevard	2022-2024	5,000,000
4	17th, I-135-Broadway	2017-2019	5,000,000
5	1st & 2nd, St. Francis-Washington	2017-2018	3,700,000
6	2nd, Main-St. Francis	2019, 2022	3,925,000
7	29th & Arkansas Intersection	2019-2021	1,700,000
8	29th & 127th East	2017	1,000,000
9	37th, Hydraulic-Hillside	2022, 2024-2025	4,200,000
10	45th & Hillside Intersection	2017-2018	5,000,000
11	119th, 21st-29th	2022, 2024	3,950,000
12	135th, Central-13th	2024-2026	5,050,000
13	143rd, Harry-Pawnee	2023-2025	4,800,000
14	143rd, Kellogg-Harry	2021-2023	5,000,000
15	151st, Kellogg-Maple	2024-2026	5,000,000
16	Arterial Sidewalk/Wheel Chair Ramps	2017-2026	4,500,000
17	Bike Enhancement Projects	2019, 2021, 2023, 2025	7,053,244
18	Commerce, Waterman-Kellogg	2022	2,400,000
19	Comprehensive Way Finding	2020-2021	1,750,000
20	Douglas, Main-Washington	2017, 2021-2023	8,050,000

Summary of CIP Expenditures by Project and Year

CAPITAL IMPROVEMENT PROGRAM



	PROJECT	PROJECT YEAR(S)	TOTAL
	ARTERIALS (continued)		
21	Douglas, Washington-Grove	2023-2025	\$10,750,000
22	Downtown Streetscaping	2023-2024	7,500,000
23	Greenwich, Pawnee-Harry	2017-2018	5,175,000
24	Harry, 127th-143rd	2021-2023	4,500,000
25	Hillside, 37th-45th	2023-2025	4,000,000
26	Intelligent Transportation System	2017-2026	5,000,000
27	Intersection Improvements	2024-2026	15,000,000
28	KLINK Street Rehabilitation	2018-2026	7,200,000
29	Maize, 31st-MacArthur	2023-2025	4,900,000
30	Maize, 31st-Pawnee	2024-2026	5,000,000
31	Maple, 135th-151st	2022-2024	4,500,000
32	Maple, 151st-167th	2023-2025	4,900,000
33	Maple, Seneca-West	2026	5,000,000
34	Maple, McLean-Exposition	2023	2,000,000
35	Mosley & Rock Island, 3rd-Central	2020, 2022	1,750,000
36	Mt. Vernon & Hillside Intersection	2018-2019	1,650,000
37	Mt. Vernon, Broadway-Southeast Boulevard	2017-2019	4,500,000
38	Neighborhood Improvements	2017-2026	287,000,000
39	Old Town Improvements	2017	750,000
40	Oliver, 17th-21st	2017-2018	4,100,000
41	Pawnee, 119th-135th	2023-2025	5,200,000
42	Pawnee, Greenwich-127th	2024-2026	4,500,000
43	Pawnee, Webb-Greenwich	2018-2020	5,000,000
44	Pawnee & 127th Intersection	2020	650,000
45	Rail Crossing Improvements	2017-2026	3,000,000
46	Residential Street Improvements	2017-2026	69,000,000
47	St. Francis, Waterman-Kellogg	2022	2,700,000
48	Traffic Signalization	2018-2026	5,225,000
49	Tyler, Maple-Central	2017	1,600,000
50	Waco, Murdock-21st	2025	5,000,000
51	Webb, Central-13th	2024	4,000,000
52	West, Kellogg-Harry	2017-2019	4,300,000
53	West, Harry-Pawnee	2018, 2020-2021	5,400,000
54	West, 47th-MacArthur	2019-2021, 2023	4,700,000
55	West, I-235-MacArthur	2019, 2021-2022	4,450,000

Summary of CIP Expenditures by Project and Year



CAPITAL IMPROVEMENT PROGRAM

	PROJECT	PROJECT YEAR(S)	TOTAL
	<u>BRIDGES</u>		
1	2nd St. N. @ Brookside	2018-2019	\$850,000
2	Bridge Inspections	2017, 2019, 2021, 2023, 2025	750,000
3	Bridge Rehabilitation/Repair	2020-2026	\$6,750,000
4	Delano @ Westlink	2019-2020	935,000
5	Douglas @ Brookside	2018-2019	850,000
6	Harry @ Arkansas River	2017, 2019	3,000,000
	<u>FREEWAYS</u>		
1	East Kellogg @ Webb-K-96	2017-2020	\$116,000,000
2	West Kellogg @ 111th Street	2017	1,250,000
	<u>PARK</u>		
1	21st @ Arkansas River Dam	2024-2025	\$1,550,000
2	Aquatics Master Plan Improvements	2018-2024	18,000,000
3	Athletics Courts	2018, 2020, 2022, 2024, 2026	1,250,000
4	Central and Bristol Park	2021-2023	1,300,000
5	Chapin Park	2020	300,000
6	Crystal Prairie Lake Park	2017, 2019, 2022, 2024	10,500,000
7	Facility Improvements - Parks	2018-2026	3,600,000
8	Irrigation Systems	2019, 2021, 2023, 2025	400,000
9	Linwood Park	2017-2018	550,000
10	McAdams Fields	2018	400,000
11	Naftzger Park	2017-2018	1,500,000
12	Planeview Park	2020-2021	1,300,000
13	Playground Rehabilitation/Development	2018-2026	3,600,000
14	Pracht Wetlands	2017-2018	750,000
15	Walking Paths	2018, 2020, 2022, 2024, 2026	1,250,000
16	Watson Park	2017-2024	2,927,540
	<u>PUBLIC FACILITIES</u>		
1	Automated Building Controls	2018, 2022, 2026	\$950,000
2	Building Energy Improvements	2017-2026	2,200,000
3	Century II - Renovations	2017	975,000
4	City ADA Improvements	2018-2026	2,700,000
5	City Facility Improvements - General	2018-2026	8,500,000
6	City Hall Renovations	2017, 2019, 2021, 2023, 2025	2,700,000
7	CMF Materials Lab	2017	150,000
8	Cultural Facilities Improvements	2019, 2021, 2023, 2025	6,000,000
9	Facility Lighting - Security	2017-2026	1,050,000
10	Fire Station Maintenance	2019, 2021, 2023, 2025	1,450,000

Summary of CIP Expenditures by Project and Year



CAPITAL IMPROVEMENT PROGRAM

	PROJECT	PROJECT YEAR(S)	TOTAL
	<u>PUBLIC FACILITIES (continued)</u>		
11	Fire Apparatus	2017-2018, 2020-2023, 2025	31,871,649
12	Fire - SCBA	2021	\$2,000,000
13	Law Enforcement Training Center (LETC)	2018	5,000,000
14	Lawrence Dumont Stadium Improvements	2017	200,000
15	Heavy Equipment Replacement	2017-2026	47,706,265
16	Old Town Improvements	2017	50,000
17	Parking Garage/Surface Lot Improvements	2017-2026	975,000
18	Parking Garages	2018-2020	14,600,000
19	Parking and Mobility Improvements	2017-2018	145,000
20	Police Patrol Substations	2018, 2020-2021, 2024, 2026	13,673,000
21	IT IS System Improvements	2017-2018	3,025,000
22	Police Radios	2018, 2021	7,000,000
23	Salt Storage Domes	2018	850,000
24	Sports Complex Improvements	2017	22,000,000
25	West Bank Improvements	2018-2020	62,000,000
26	WSU LETC Equipment Replacement	2023-2026	140,000
	<u>SEWER</u>		
1	Bio Nutrient Removal	2017, 2021-2026	\$147,124,000
2	Collections Mains Replacement	2018-2026	48,600,000
3	Kellogg, 127th-159th	2018, 2021	600,000
4	Lift Station Rehabilitation/Replacement	2017-2026	8,100,000
5	Mains for Future Development	2018-2026	20,450,000
6	Plant 1 Access Road	2017-2018	600,000
7	Plant 2 Electrical Rel.	2017	1,400,000
8	Plant 2 Presses	2017	1,500,000
9	Redbud, 127th-Founders	2019	1,000,000
10	SCADA Improvements	2017	200,000
11	Sewer Relocation I-135 - Blake-Indianapolis	2022-2024	20,500,000
	<u>STORMWATER</u>		
1	9th Street North - West Outfall Phase 1	2018	\$6,000,000
2	Murdock/Wabash SWS Improvements	2021	2,200,000
3	Storm Drainage Inventory	2017	250,000
4	Topographical Updates	2017-2022	1,000,000
5	West Branch, Dry Creek Phase 1	2022	5,000,000
6	West Branch, Dry Creek Phase 2	2026	5,000,000
7	Wichita/Valley Center Flood Control Improvements	2017-2026	8,300,000

Summary of CIP Expenditures by Project and Year

CAPITAL IMPROVEMENT PROGRAM



	PROJECT	PROJECT YEAR(S)	TOTAL
	<u>TRANSIT</u>		
1	Bus Replacement	2017, 2025-2026	\$7,101,209
2	Bus/Van Replacement Contingency	2017-2026	3,900,000
3	Facility Renovation	2017-2026	2,050,000
4	Fareboxes	2017, 2026	\$1,800,000
5	IT/IS Equipment	2021, 2026	1,250,000
6	Security Cameras	2024	300,000
7	Shelters/Benches/Signs	2017-2018, 2022, 2026	1,350,000
8	Van Replacement	2020-2023, 2025-2026	3,049,720
	<u>WATER</u>		
1	37th Street Booster PLC	2017	\$100,000
2	Arterial Water Mains	2017-2026	38,700,000
3	Cheney 60" Line Air Relief Rep	2017	1,768,000
4	Cheney Dam Concrete Cap	2017	4,000,000
5	Cheney Outley Gate Rep	2024	540,000
6	Cheney Ozone Air Relief Rep	2022	500,000
7	Cheney Ozone Generator/Power	2020-2021	2,500,000
8	Cheney Repair Inoperable Intake	2018-2019	1,430,000
9	Cheney Strainer Rep	2017	1,400,000
10	Cheney Surge Tank Rep/Rec	2018-2019	1,380,000
11	Dead End Mains Rep	2017-2026	8,020,000
12	Distribution Mains Rep	2018-2026	48,600,000
13	ILWSP-Local Wellfield Exp	2022-2024	27,000,000
14	Kellogg, 119th-135th West	2026	1,000,000
15	Kellogg, 127-159th East	2018, 2021	2,200,000
16	Local E Wellfield Rec	2018-2020	16,000,000
17	Mains for Future Development	2018-2026	20,450,000
18	Northeast Water Tower Rehabilitation	2019	700,000
19	NEBPS Upgrade	2020-2021	3,000,000
20	Neighborhood Main Rep	2017-2019, 2022-2024	4,750,000
21	Northwest Treatment Plant	2025-2026	45,000,000
22	SEBPS Feed Completion	2017-2020	12,000,000
23	Sludge Lagoon Repair/Cap	2017	1,600,000
24	SWTP Propane Storage/Natural Gas Storage	2024	500,000
25	SWTP Security System	2020	500,000
26	Transmission Main Pressure Sup	2017-2026	10,305,000
27	Water Supply Rehabilitation Projects	2018-2026	9,000,000

Summary of CIP Expenditures by Project and Year



CAPITAL IMPROVEMENT PROGRAM

	PROJECT	PROJECT YEAR(S)	TOTAL
	<u>WATER (continued)</u>		
28	Water/Sewer Test Lab	2017, 2019	3,500,000
29	Well Rehabilitation	2017-2026	18,500,000
30	Wellfield Modifications	2017	5,000,000
31	WTP Central Basin and Aerator Rack	2017	2,508,000
32	WTP CL2 Scrubber	2017	500,000
33	WTP Control Filter Valve Rep	2017	\$1,500,000
34	WTP Control Room	2018-2019	500,000
35	WTP Filter Rehabilitation	2017-2019	6,500,000
36	WTP Hess LF Variable Frequency Drive Pump	2019-2020	2,200,000
37	WTP HVAC Safety System	2020-2021	340,000
38	WTP Improvements	2017	30,000,000
39	WTP Raw Water Flow Control	2018-2019	3,520,000
40	WTP Raw Water Flow Meter	2020	1,000,000
41	WTP Risk Reduction	2019-2026	3,500,000
42	WTP Update SCADA	2017	1,200,000
43	WWF 66" Line Air Relief Rep	2017	1,000,000

The City of Wichita's operating budget is directly affected by the Capital Improvement Program (CIP) budget. As a rule, any new capital improvement will impact ongoing expenses on routine operations, repairs, and maintenance, either positively or negatively. New facilities, such as libraries and fire stations, often require additional staff. Existing facilities and equipment typically require increasing expenditures for rehabilitation, renovation, and upgrades. Changes in best practice or regulation may result in changing costs to improve safety and concerns regarding structural integrity. Financing of new capital through pay-as-you-go, grant funding, debt service, or other methods will also impact the operating budget depending upon the selected method and available financing capacity.

Each City department maintains estimates of future costs associated with the operation and maintenance of capital assets. These estimates are updated and forwarded to staff involved with production of the CIP budget by the departments on a periodic basis. For example, some of the current cost estimates and other considerations in creation of the CIP budget are provided in the following discussion.

Airport

- Each additional square foot in Airport facilities costs \$3.16 per square foot to maintain.

Arterials

- Each additional lane mile costs \$1,300 per year to maintain.

Bridges

- Maintenance projects for bridges will have variable impacts, but each project should serve to extend the useful life of the structure.

Freeways

- The City has no ongoing maintenance responsibilities post-construction, because freeways are overseen by the State of Kansas.

Park & Recreation

- Each additional acre of park land costs \$1,400 per acre to maintain.
- Aquatics Master Plan improvements and construction of new parks such as the Central and Bristol Park and Crystal Prairie Lake Park will impact operating expenditures, with Crystal Prairie improvements producing the greatest impact. The new 420 acre Crystal Prairie Lake Park will likely require additional staff in addition to increasing overall maintenance needs.

Public Facilities

- Each additional square foot of administrative buildings costs \$2.50 to maintain.
- Scheduled new major public facilities built in the period from 2016-2025 include the Law Enforcement Training Center and new Police substations through relocations of the existing East and West substations.
 - ⇒ The Law Enforcement Training Center project is being completed in cooperation with Sedgwick County and Wichita State University. The building will be located at the Wichita State Innovation Campus. This partnership is expected to provide many long-term financial and non-financial benefits.
 - ⇒ The Patrol East and West Substation Relocation projects are scheduled to enhance service and better locate strategic public safety resources, but will increase personnel and maintenance costs as these buildings replace smaller facilities that no longer meet modern service requirements.

Sewer

- The Bio Nutrient Removal project at Plant #2 is designed to meet new federal regulation and will increase annual operating costs.

Transit

- Transit is in the process of replacing its bus fleet. Older buses averaged around 3.9 miles per gallon. New buses average around 5.3 miles per gallon. In addition to fuel savings, the new bus fleet should lower maintenance costs in the short-term.

Water

- Expenditures on water line replacements help reduce the number of leaks and breaks per linear mile.

CIP projects can serve to increase costs or decrease costs on the basis of whether they are capital or labor intensive. Installation of new technology may serve to decrease operating expenditures by reducing reliance upon labor. Alternatively, new facilities and land acquisitions typically increase operating expenditures due to a high reliance upon labor. For instance, land acquisitions in anticipation of future needs result in vacant parcels that will likely require fencing, security, weed control, etc., until the land is ready to be converted into a park, used for right-of-way, etc. Although it may be prudent to purchase land in advance of immediate need, such land banking practices increase operating costs.

Operating costs are carefully considered in deciding which projects move forward in the CIP budget. Although it may be possible to pay for the capital costs of projects that will increase reliance upon labor, it is typically impossible to absorb many large increases in operating costs at once. Therefore, projects are programmed to prevent great shocks to operating budgets.

Operating and maintenance costs associated with capital projects are reviewed at the time of approval. Departments may be required to absorb increases in operating costs within their budgets.

Alternatively, supplemental requests for operating funds may be approved in the annual operating budget. Supplemental requests for operating funds are reviewed and balanced against all other requests for additional funding and funding needs.

Many improvements make a positive contribution to the fiscal well being of the City. Capital projects, such as redevelopment of under-performing or under-utilized areas of the City and infrastructure expansions needed to support new development, help promote the economic development and growth that generates additional operating revenues. These new revenue sources provide the funding needed to maintain, improve, and expand the City's infrastructure.

The table below summarizes the projected annual impact of the CIP budget on the City's operating budget for a ten year period, by category. Detailed operating cost estimates are roughly calculated during the project submittal portion of the CIP process. An inflation rate is applied to the various components of cost to establish estimates for the incremental increases in operating and maintenance expenditures for future years.

ADDITIONAL ANNUAL OPERATING IMPACT OF CIP PROJECTS BY CIP PROJECT TYPE

The above table shows estimated additional , non-cumulative operating expenditures per year.

(Dollars in Thousands)

DEPARTMENT	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Airport	31	4	10	33	51	59	39	12	9	6
Arterials	37	216	322	311	430	686	926	1,490	2,186	1,614
Bridges	1	0	83	15	10	9	14	12	18	15
Freeways	0	0	0	0	0	0	0	0	0	0
Park & Recreation	3	17	38	86	136	130	33	131	21	7
Public Facilities	100	1,231	48	63	189	75	137	108	154	185
Sewer	2	12	20	22	131	159	649	732	2,367	2,630
Stormwater	2	71	6	3	42	156	1	1	2	218
Transit	16	1	1	4	19	13	24	5	81	278
Water	216	92	293	210	144	141	386	480	791	925
TOTAL OPERATING IMPACT	\$408	\$1,643	\$820	\$747	\$1,151	\$1,428	\$2,209	\$2,973	\$5,630	\$5,879



The Comprehensive Plan for Wichita and Sedgwick County is called the Community Investments Plan. It was prepared by the Metropolitan Area Planning Department, and outlines projected community growth and identifies expected infrastructure investment needs over a 25 year period. The Metropolitan Area Planning Commission (MAPC) adopted the new Community Investments Plan in November 2015. The Wichita City Council approved the Plan in December 2015.

This plan provides an important vision for what the community could look like several decades into the future, and identifies potential costs of improvements, to allow appropriate resource options to be identified. The Community Investments Plan provides overall policy guidance, global prioritization criteria, and general direction on growth patterns. The CIP uses this general framework to more specifically outline a series of planned improvements and a finance plan for those improvements.

As a planning guide, the Community Investments Plan lays out five guiding policy principles, which are overarching themes and aspirations for the community's future. They contribute to the Adopted CIP by setting priorities for infrastructure and investment. These guiding principles are:

- 1) Support an Innovative, Vibrant and Diverse Economy
- 2) Invest in the Quality of Our Community Life
- 3) Take Better Care of What We Already Have
- 4) Make Strategic, Value-added Investment Decisions
- 5) Provide for Balanced Growth but with Added Focus on Our Established Neighborhoods

The Community Investments Plan also outlined three overall spending priorities:

- 1) Maintain and Replace What We Currently Have
- 2) Make Enhancements to What We Currently Have
- 3) Expand Our Current System of Infrastructure and Facility Assets

COMMUNITY INVESTMENTS PLAN PRIORITIES	
OVERALL SPENDING PRIORITIES	
PLAN PRIORITY	% OF TOTAL CIP FUNDING
1st Priority - Maintain and Replace What We Currently Have	42.8%
2nd Priority - Enhance What We Currently Have	20.6%
3rd Priority - Expand What We Currently Have	36.6%
Total CIP Funding	100%

Planning Department staff have reviewed the Adopted 2017-2026 CIP and have categorized expenditures within the three spending priorities outlined in the Comprehensive Investments Plan.

In addition, the Community Investments Plan identifies overall investment priorities for different categories of infrastructure projects. The plan ranks streets, bridges and water supply as very high priorities. Planning Department staff have found that 69.7% of the Adopted CIP falls within this priority area. High priority categories include Public Safety, and 3.6% of the Adopted CIP is within this category. Transit, Arts & Culture and Highways are considered Medium High and Low-Medium priorities within the Community Investments Plan, and 17.8% of the Adopted CIP is within these areas. Finally, the plan does not prioritize Airport and Other categories, which comprise 10.9% of the Adopted CIP.

COMMUNITY INVESTMENTS PLAN PRIORITIES					
COMPREHENSIVE INVESTMENT PLAN PRIORITY					
CATEGORY	No Rank	Low Med.	Med. High	High	Very High
Streets					33.7%
Bridges					0.7%
Transit			1.2%		
Highways		6.6%			
Airport	6.2%				
Water Supply					35.3%
Arts & Culture			8.0%		
Public Safety				3.6%	
Other	4.7%				
TOTAL	10.9%	6.6%	9.2%	3.6%	69.7%

The City is required by State statute (KSA 12-748) to present the CIP to the Metropolitan Area Planning Commission (MAPC). The MAPC is then required to make a finding as to whether the CIP is in conformance with the Community Investments Plan. This process includes an initial meeting with the Advance Plans Committee, and then later with the full Metropolitan Area Planning Commission (MAPC).



Harry at Arkansas River

Council District	3
Type:	Redevelopment
Category:	Bridges
Start & Complete Date:	2017, 2019
Cost (total):	\$3,000,000
Cost (2017):	\$500,000
Operational Costs (additional):	TBD
Operational Staff (additional):	Minimal

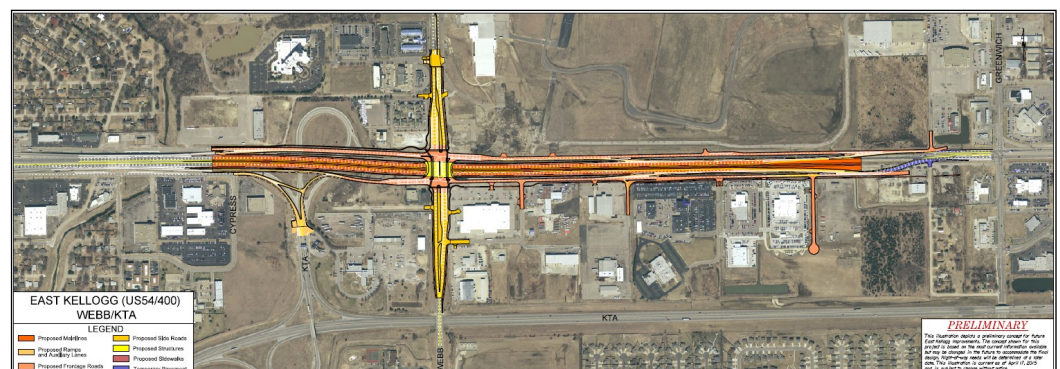
The project will provide for the rehabilitation of the Harry Street bridge at the Arkansas River. The bridge was noted as needing certain repair work as a result of routine bridge inspections as part of a comprehensive bridge maintenance program. Bridge improvements are scheduled to begin with the design phase in 2017 and extend to construction in 2019.



East Kellogg at Webb-K-96

Council District:	All
Type:	New Construction
Category:	Public Facilities
Start & Complete Date:	2017-2020
Cost (total):	\$116,000,000
Cost (2017):	\$24,000,000
Operational Costs (additional):	State Maintains Freeway
Operational Staff (additional):	Minimal

The City, Kansas Department of Transportation, and Kansas Turnpike Authority are partnering to improve travel in east Wichita. The collaborative plan includes new intersection designs and improved access to the Turnpike. In addition, Kellogg will be widened to six lanes and other improvements will be completed. Many related improvements have been completed, are underway, and will be completed in the future.





Aquatics Master Plan Improvements

Council District:	All
Type:	New Construction
Category:	Park
Start & Complete Date:	2018-2024
Cost (total):	\$18,000,000
Cost (2017):	\$0
Operational Costs (additional):	\$0
Operational Staff (additional):	\$0

The City Council adopted the new Aquatics Master Plan on February 21, 2017. As part of adopting this plan, a three public pool and fourteen splash pad option was selected. This represents a decline from the current nine pools, but an increase from the six existing splash pads. Splash pads were determined to be more cost-effective as a result of reduced operating costs, and operating and staffing costs are expected to remain flat or decline once the Aquatics Master Plan is fully implemented in 2024.



Law Enforcement Training Center

Council District:	All
Type:	New Construction
Category:	Public Facilities
Start & Complete Date:	2018
Cost (total):	\$5,000,000
Cost (2017):	\$0
Operational Costs (additional):	\$2.50 / Square Foot
Operational Staff (additional):	TBD

A new Law Enforcement Training Center is scheduled to be constructed in 2018 at Wichita State University. Sedgwick County will serve as project lead, and the City of Wichita will contribute \$5 million to the project. The project is projected to cost \$10 million in total. The new state-of-the-art facility will provide unprecedented experience for students in Wichita State University's Criminal Justice Program, while ensuring an exceptionally well-trained and professional local law enforcement presence to serve the public's many needs every day.





Sports Complex Improvements

Council District:	All
Type:	New Construction
Category:	Public Facilities
Start & Complete Date:	2017
Cost (total):	\$22,000,000
Cost (2017):	\$22,000,000
Operational Costs (additional):	TBD
Operational Staff (additional):	TBD

A budget of \$22 million is programmed for sports complex improvements near the K-96 and Greenwich area. The sports complex improvements will complement other recent improvements in east Wichita. In addition, the sports complex will enhance access to organized sports opportunities and enhance the overall livability of Wichita. The sports complex will also host tournaments, which will bring visitors into local stores, restaurants, and hotels.

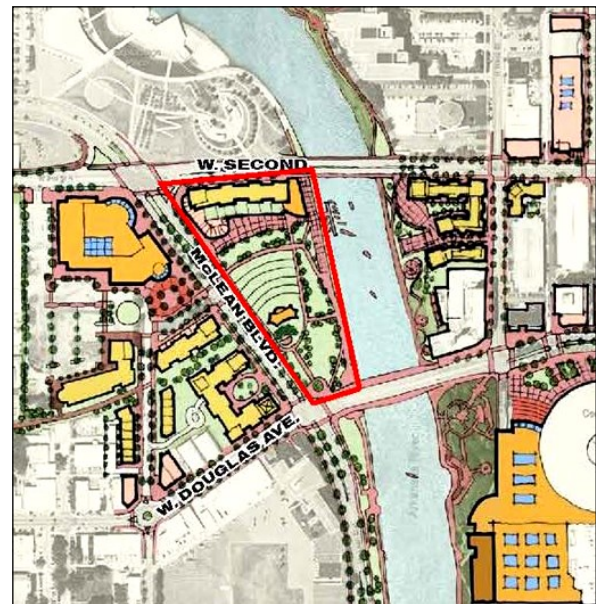


West Bank Improvements

Council District	All
Type:	New Construction
Category:	Public Facilities
Start & Complete Date:	2018-2020
Cost (total):	\$62,000,000
Cost (2017):	\$0
Operational Costs (additional):	TBD
Operational Staff (additional):	TBD

A budget of \$62 million is programmed for West Bank improvements. The centerpiece to these improvements will be a new baseball stadium and museum. However, many other improvements are planned to the riverbank, parking assets, and other West Bank infrastructure. A new pedestrian bridge will be constructed across the Arkansas River near the Hyatt Regency Wichita. A multi-modal path will also be developed, as well as greenway improvements. The walkability and connectivity between WaterWalk and the West Bank area will be greatly enhanced through these improvements.

These improvements are expected to attract additional businesses, including restaurants, and enhance the area as an entertainment destination. Improvements along the West Bank of the Arkansas River will complement recent improvements along the East Bank from WaterWalk to the Keeper of the Plains. In addition, these improvements will further tie the West Bank and Delano area into the City's WaterWalk area.





Bio Nutrient Removal at Sewage Treatment Plant 2

Council District:	All
Type:	New Construction
Category:	Sewer
Start & Complete Date:	2017, 2021-2026
Cost (total):	\$147,124,000
Cost (2017):	\$0
Operational Costs (additional):	TBD
Operational Staff (additional):	Minimal

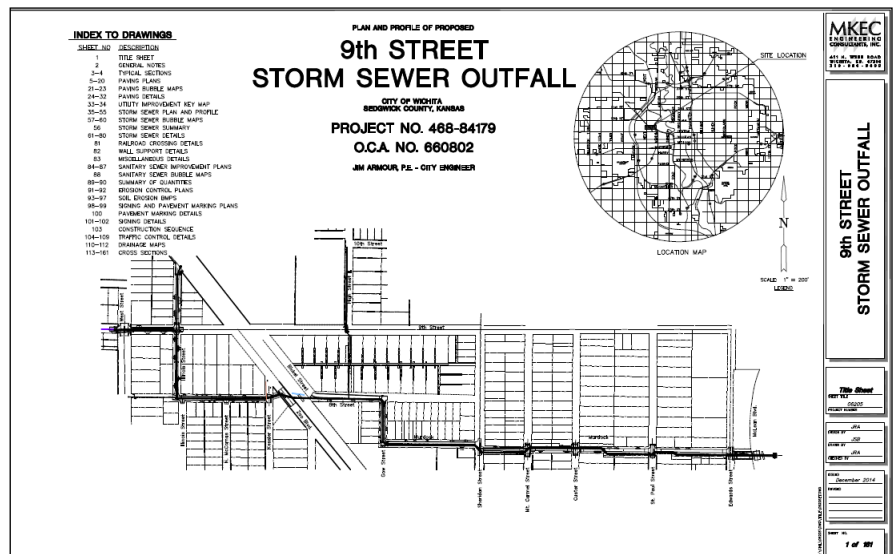
Bio nutrient removal removes certain compounds such as nitrogen and phosphorus from wastewater consistent with permitted treatment requirements. The Environmental Protection Agency and the Kansas Department of Health and Environment regulate permitted treatment organizations such as the Wichita Sewer Utility. Related improvements are expected to be required within several permit renewal cycles and cost well in excess of \$100 million total depending upon whether existing facilities are retrofitted with the necessary equipment or new facilities are constructed.



9th Street North - West Outfall Phase 1

Council District	All
Type:	New Construction
Category:	Stormwater
Start & Complete Date:	2018
Cost (total):	\$6,000,000
Cost (2017):	\$0
Operational Costs (additional):	TBD
Operational Staff (additional):	Minimal

The 9th Street Drainage Outfall project will provide additional storm water drainage for the area bounded by West Street, Central, 13th Street and McLean. It is a high-priority project due to the current impact of flooding. This project aligns with the goal of building dependable infrastructure by improving the traffic flow through a major transportation corridor.





Northwest Treatment Plant

Council District:	All
Type:	New Construction
Category:	Water
Start & Complete Date:	2025-2026
Cost (total):	\$45,000,000
Cost (2017):	\$0
Operational Costs (additional):	TBD
Operational Staff (additional):	TBD

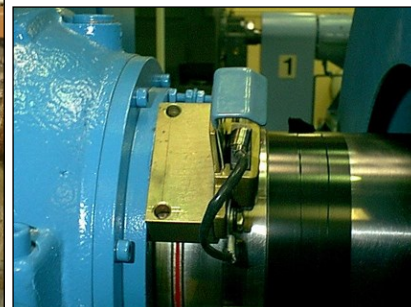
A budget of \$45 million is included in 2025-2026 to begin construction of a new water treatment plant in Northwest Wichita. The full cost of a new plant and related improvements is currently estimated at \$400 million. Estimates are being revised based on findings from the Utilities Optimization Plan. These findings will impact the timing of construction of a new plant and the recommended improvements to the existing Water Treatment Plant.



Water Treatment Plant Improvements

Council District:	All
Type:	New Construction
Category:	Water
Start & Complete Date:	2017
Cost (total):	\$30,000,000
Cost (2017):	\$30,000,000
Operational Costs (additional):	TBD
Operational Staff (additional):	TBD

A limited number of improvements are planned to the existing treatment facility in order to mitigate community risk over the next five to fifteen years until a new water treatment plant can be financed and constructed. These improvements are needed to allow the existing Water Treatment Plant to treat an unmixed water supply from the Equus Beds Aquifer in the event that supply is ever temporarily lost from Cheney Reservoir. A number of other similar improvements are needed to ensure a treated water supply is available until a second water treatment plant is operational.





CHISHOLM CREEK PARK

The Chisholm Creek Park is located south of the K-96 bypass, which serves as a Wichita Wild Habitat Area. This semi-regional park features a 1.6 mile nature trail along Chisholm Creek, which includes a wetlands area.